

INFORMATION REPORT INFORMATION

CENTRAL INTELLIGENCE AGENCY

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COUNTRY USSR (Chelyabinsk Oblast)

REPORT

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Information on Chelyabinsk

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Industrial Information

- The two largest construction firms in the city of Chelyabinsk [N 55-10, E 61-24] were Trust No. 42 (Trest-42) and the Chelyabinsk Metallurgical Construction Trust [?] (Chelyab. Metallurg. Stroy.). Trust No. 42, formerly called "Chelyabinsk Spets-42", was directly subordinate to Moscow [] in all respects and continued to be so even after the establishment of the Chelyabinsk Sovnarkhoz in 1957; in the city of Chelyabinsk, it was subordinate only to Laptev (fnu), the first secretary of the Oblast Party Committee. When Trust No. 42 was founded in 1946, its technical and administrative staffs were drawn from employees - only Party members - of the Chelyabinsk Metallurgical Construction Trust [?]. Its primary work force, however, consisted of members of Engineer Corps units. The management of Trust No. 42 was situated within the area of the Chelyabinsk Tank and Tractor Plant 1/n Kirov (ChTZ-Kirov).
- Trust No. 42 constructed secret military plants only. Among other things, the trust constructed in Chelyabinsk Plants Nos. 35, 40, 100, and 105, all of which were located in a single area behind the Kirov Tank and Tractor Plant, but separated from one another by about one to three kilometers.

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Plant No. 40 produced "some type of shells" and [] there was some connection between Plant No. 40 and the atomic plants in the vicinity of Kyshtym.

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(Note: Washington distribution indicated by "X"; Field distribution by "#")

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3. The Chelyabinsk Metallurgical Construction ~~Trust~~, formerly under the control of the NKVD, had been operating since World War II, at which time it was known as Chelyabinsk Metallurgical Construction ~~Trust~~, NKVD. In 1945, the ~~trust~~ was divided into two bodies: Construction Directorate No. 859 (Stroy. Upravleniye 859) and the Chelyabinsk Metallurgical Construction ~~Trust~~. Construction Directorate No. 859 was transferred to Kyshtym to engage in construction of secret projects, while the metallurgical concern remained in Chelyabinsk to construct and expand industrial plants in that city and area; the latter was detached from the NKVD and made a civilian enterprise.¹ The metallurgical construction ~~trust~~ was subordinate to the Ministry of Construction of Heavy Industry Enterprises until 1957, at which time it was placed under the control of the Chelyabinsk Sovnarkhoz. It employed about 50,000 workers and had its management offices at the Chelyabinsk Metallurgical Plant (Chelyabinskiy Metallurgicheskiy Zavod).
4. Among the industrial plants either expanded or constructed by the Chelyabinsk Metallurgical Construction ~~Trust~~ since World War II were: the Chelyabinsk Metallurgical Plant; a metal foundry (ferrosplavnyy zavod); a zinc plant (tsinkovyy zavod); a paint and lacquer plant (lakokrasochnyy zavod); an electrode plant (elektrodnyy zavod); an abrasives plant (abrazivnyy zavod); Plant No. 65; and Plant No. 83. The Chelyabinsk Metallurgical Plant was built around a metallurgical plant called Novo-Lipetsk Metal Plant, which had been transferred to Chelyabinsk from Lipetsk at the beginning of World War II. The Chelyabinsk Metallurgical Plant was situated three or four kilometers north of the center of the city of Chelyabinsk, about one and one-half to two kilometers to the right ~~east~~ of the main Chelyabinsk/Sverdlovsk highway, coming from Chelyabinsk. This plant employed about 30,000 workers in three shifts and was in a constant state of expansion. In 1943 it contained only a single blast furnace (domennaya pech), which had an output of 120 tons per day. By 1959, there were five blast furnaces in operation at the plant, and a sixth furnace was in its final stages of construction. Six additional furnaces were to be built before the conclusion of the current Seven-Year Plan. The blast furnaces which had been built since 1943 were described as "very large" [redacted]; the construction of one furnace took about nine months. In addition to the 50X1-HUM furnaces, the Chelyabinsk Metallurgical Plant contained two electric smelting shops (elektro-staleplavilnyye tsekha), one eight-furnace coking shop (koksokhimicheskiy tsekh), a rolling shop (prokatnyy tsekh), departments for the production of special types of steel, designated "Stan-220", "Stan-560", and "Stan-320", among others, and a power station which served the entire plant, as well as smaller stations in each department (no further details). ~~/sic, possibly Stal-220, 560, and 320/~~
5. The metal plant ~~/probably Voroshilov Ferro Alloy Plant/~~ was also under constant expansion. A relatively large plant, it was located in the Stalinskiy rayon, at the end of ulitsa Stalina opposite the central power station. [redacted] 50X1-HUM
6. The zinc plant was located about one kilometer from the northern edge of the central part of the city, near the highway leading to Sverdlovsk and on its left ~~west~~ side. This plant was also under constant expansion. Informant knew no further details.
7. The paint and lacquer plant was an old plant, but was under constant expansion. It was located directly opposite the zinc plant.

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8. The electrode plant and the abrasives plant were located in the same area as the metal plant above. Both of these plants were large and under constant expansion [redacted].

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9. Plant No. 65 was located near the Chelyabinsk Metallurgical Plant, between it and the Balandino railroad station (Stantsiya Balandino), not far from the central civil airport of Chelyabinsk. Construction of Plant No. 65 was begun in 1947/1948 and was still underway in 1959, though part of the plant went into production as early as 1950. Without a doubt, this plant was a military enterprise. It was enclosed by a concrete wall about 1.8 meters in height with watchtowers dispersed every 30 or 40 meters both within and outside the wall. It was manned by armed soldiers, and guard duties within the plant were also carried out by soldiers [redacted] not by MVD personnel. During its construction, Plant No. 65 was known as the Chelyabinsk Spets-Stroy and was referred to as an "aluminum plant". Before the partial commencement of operations at the plant in 1950, only reliable, screened workers were hired. It was known that production workers at this plant received higher wages than other industrial employees. The plant had its own electric power station.

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10. Plant No. 82 [sic], located between the Chelyabinsk Metallurgical Plant and the metal plant, had been under construction since 1952 or 1953. In early 1959, only a few auxiliary departments were in operation, while the foundations were still being poured at the plant proper. [redacted] these foundations were of unusual design; they descended 15 to 20 meters in depth and their width was between 1.5 and 1.8 meters. The length of the plant area was about 600 to 700 meters and the width was smaller. The site was enclosed by a concrete wall which was constructed before any other work had begun.

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11. One of the largest industrial plants in Chelyabinsk was the Chelyabinsk Tank and Tractor Plant i/n Kirov. In the military parade held in Chelyabinsk in 1958, on the occasion of the anniversary of the October Revolution, a tank was observed [redacted] of "the latest production" (poslednyy vypusk) at the plant. This tank was quite large [sic] and had several unusual features: two gun (or machinegun) barrels forward, two barrels aft, and one barrel on either side. [redacted]

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General Information

13. [redacted] the following two airfields in Chelyabinsk:

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- a. A military airfield located northwest of the town center, about one and one-half kilometers to the left [west] of the main highway to Sverdlovsk. Within the airfield area there was an aircraft repair plant. [redacted]
- b. A central civil airport located between the Chelyabinsk Metallurgical Plant and the railroad station. The airport had been constructed during the 1950's.

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15. Details on the streets in Chelyabinsk were as follows:

- a. The main streets in the central part of the city were ulitsa Spartaka, ulitsa Stalina, ulitsa Kirova, ulitsa Vorovskogo, ulitsa Tsvilinga (running parallel to ulitsa Kirova), ulitsa Truda (running parallel to K. Marksa), ulitsa Roza Luksemburg (crossing Vorovskogo), and ulitsa Pervogo Maya (running parallel to Kirova).
- b. The part of the city near the Chelyabinsk Metallurgical Plant was a new residential area, construction of which began in about 1947. This area was called Metallurgical Rayon (Metallurgicheskiy rayon), but had formerly been called Baykal Stroy and, later, Sotsgorod. In 1959, about 120,000 people lived in the area. Among the streets in the area were shosse Metallurgov, which was the main street leading from the central part of the city to the Chelyabinsk Metallurgical Plant, Teatralnaya ulitsa (formerly ulitsa Zhukova), ulitsa Stalevarov (formerly ulitsa Molotova), Staleplavilnaya ulitsa, Khlebozavodskaya ulitsa, Lipetskaya ulitsa, ulitsa Rumyantseva, Baykalskaya ulitsa, ulitsa Nahkimova, prospekt Bogdana Khmel'nitskogo, and ulitsa Metallurgov.

16. Institutions in the central part of Chelyabinsk included the following:

- a. The Oblast and City Party Committees, located in the same six-story building at Kirova No. 183 or 185, at the corner of Spartaka.
- b. The Oblispolkom and Gorispolkom, located in the same four-story building at 27 Tsvilinga.
- c. The Sovnarkhoz of the Chelyabinsk Oblast, located at ploshchad Revolyutsii, at the end of Spartaka and near the Pushkin municipal park. It occupied a six-story building, construction of which had been completed in 1958.
- d. Southern Urals
The Railroad Directorate (Upravleniye Yuzhnouralskoy Zhel. Dor.), located at the other four-story building at ploshchad Revolyutsii. This building and the one occupied by the Sovnarkhoz were the only two buildings at the square.
- e. The city television station, located in a new eight-story building (completed in 1958) attached to the building of the railroad directorate. The upper stories of the building were used for living quarters. The television antenna, which was 80 meters high, was situated in Pushkin Park, about 50 or 60 meters from the station.
- f. The Oblast and City MYD Directorates, located in a five-or six-story building at 28 Elkina.
- g. The Oblast KGB Directorate, located in a five-or six-story building at 30 Elkina.
- h. The Oblast and City Militia Directorates, located in a four-or five-story building at 26 Elkina.
- i. The central post office, telephone exchange, telegraph office, and radio center (radiouzel), located in a large four-story building at 160 Kirova. A puppet theater was situated in the basement of this building.

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- j. Various sections of the Oblispolkom, such as the supply, construction, commercial, and financial sections, located in a huge six-story building at 2 Vorovskogo, near the Dramatic Theater.
- k. The oblast prosecutor's office, located in a three-story building on Tsvilinga.
- l. The oblast court, located on Elkina.
- m. The city mayor's offices, located in a two-story building at the corner of Kirova and K. Marksa.
- n. The oblast military commissariat (oblvoynkomat), located in a two-story building on Tsvilinga, near the opera building.
- o. The oblast branch of Gosbank, located in a four-story building on Spartaka, near the building of the Oblast Party Committee.
- p. The old military hospital, located on Tsvilinga.
17. Located in the Metallurgical Rayon were the following:
- a. The Party Committee and the Rayispolkom, located in a six-story building at the corner of ~~prospekt~~ Bogdana Khmel'nitskogo and Stalevarov.
- b. The prosecutor's office for the rayon, located at the corner of Stalevarov and shosse Metallurgov.
- c. The militia for the rayon, located on ulitsa Metallurgov.
- d. The rayon postal agency, located at the end of Stalevarov, near the rayon branch of Gosbank.
18. Public transportation in Chelyabinsk consisted of trolley buses, street-cars, and taxis. [redacted]
- a. Trolley bus lines led from the Dynamo Stadium and the main municipal park to the Kirov Tank and Tractor Plant via Spartaka and Lenina.
- b. Streetcar lines included those from the central railroad station to the metal plant via Stalina, from the Chelyabinsk Metallurgical Plant to the central railroad station, and from the Kirov Plant to the hospital quarter called Medgorodok.
19. The following officials in Chelyabinsk [redacted]
- a. Aleksandr Markovich Ekshteyn, head of the supply of electrical materials at the supply directorate of Trust No. 42 since the founding of the trust in 1946, who was [redacted] a Party member.
- b. Burtsov (fnu), director of the Chelyabinsk Metallurgical Plant since about 1950-1952 and an engineer by profession, [redacted]
- c. Anatoliy Ivanovich Belov, head of the construction work of Plant No. 65 on behalf of the Chelyabinsk Metallurgical Construction Trust, who was [redacted] a major in the Engineer Corps.
- d. Sergey Ivanovich Petrov, director of the Chelyabinsk Metallurgical Construction Trust since about 1952 and a construction engineer by profession, [redacted]

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- e. Zakhar Danilovich Samalovich, chief engineer of the Chelyabinsk Metallurgical Construction Trust for many years and a construction engineer by profession,

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20. A 14-point overlay of the Chelyabinsk Town Plan

Legend to Overlay of Chelyabinsk Town Plan (Scale 1:40,000)

1. Ulitsa Spartaka
2. Ulitsa Stalina
3. Ulitsa Kirova
4. Ulitsa Vorovskogo
5. Ulitsa Elkina
6. Ulitsa K. Marksa
7. Ulitsa Lenina
8. Highway to Sverdlovsk (Sverdlovskiy Trakt)
9. Chelyabinsk Tank and Tractor Plant i/n Kirov
10. Chelyabinsk Metallurgical Plant
11. Abrasives Plant (Abrazivnyy Zavod)
12. Zinc Plant (Tsinkovyy Zavod)
13. Paint and Lacquer Plant (Lakokrasochnyy Zavod)
14. Central city power station

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